

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY Rumania
SUBJECT Rumanian Shipping; Reconstruction of Port Facilities

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1. [redacted] there were fewer vessels in the Rumanian river shipping fleet [redacted] 1951 than before the war. The Soviets took a number of ships and gave Rumania a few old vessels such as the Plekhanov and the Engels. There were 30 tugs, belonging to Sovromtransport, working on the Danube from Sulina to Vienna. Two of these were 1200 HP, eight 800 HP and the rest 600 and 400 HP. In 1951, 20 of these tugs were engaged in traffic; there were always 10 in repair or maintenance status. The 1200 HP tugs were able to tow upstream six loaded barges; (each with a capacity of about 80 tons or 80 railcars; [redacted] which), and 10 loaded barges downstream. The 800 HP tugs were able to pull upstream four loaded barges (of the same capacity as those mentioned above), and six barges downstream. These tugs had crews of 20 men each. The 400 HP tugs were able to tow two loaded barges upstream, and the same number downstream. There were also barges of greater and less capacity than "80".
2. After World War II, the only port facilities repaired in Galati were those of Sovromtransport. The other physical facilities were left as they were. The facilities repaired included the building which formerly housed the Fluvial Navigation Headquarters (Palatul Navigatiei Fluviale Romane - NFR) located on 11th June (formerly Portului) Street, within the harbor area. This building, after the damaged roof was repaired, was used by the Sovrom administration and the Harbor Master's office. [redacted] certain damaged buildings in the former Galati naval shipyards ("Santierele Navale Galati" - SNG)

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were repaired and the shipyard then used by the Sovrom. [redacted] other facilities used by the Sovrom such as docks, berths, etc. were repaired to the extent necessary to permit Sovrom and SDGP (which used the Sovrom facilities) to function. [redacted] in the harbor area, cranes [redacted] were damaged and left in a state of disrepair. Those port facilities which have been repaired are in good condition, but not as many facilities exist as before the war.

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3. Regarding the channel cleared in the Danube, [redacted] the river has been cleared from the Black Sea to Szob /4749N-1853E/. It is probable that the section from Szob to Vienna was also cleared. [redacted] the channel clearing operations began in 1946 along the whole length of the river. Each riparian country cleared its own section. In Rumania the "harbors and water communications" organization ("Porturi Comunicatii pe Apa" - PCA) was in charge of the clearing. The first phase of the operation consisted of removal of mines and wrecks. About 1948 the deepening of the channel was begun by removing sand from the bottom.

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[redacted] the channel was officially declared as navigable in 1950. In 1951 work was started to widen and probably to deepen the channel. In the Spring of 1951 [redacted]

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[redacted] the channel would be cleared to a greater width than before World War II. While navigating on the Danube (March to June 1951) [redacted] the Danube channel was being dredged in different spots in Yugoslavia, Hungary and Czechoslovakia. [redacted] in different spots in Yugoslavia, Hungary and Czechoslovakia up to Komarom (sic), barges full of stones were being dropped in the river.

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[redacted] the stones were being dropped in the river for approximately a 200 m stretch along the river and buoys were installed where the stones were dropped. The entire length of the channel along the Danube was marked by red and black buoys. The buoys lighted at night intermittently (the lights being probably blue and yellow). The intervals between the buoys varied. In some spots they may be only 50 m apart while in other places as far apart as five km.

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4. Traffic on the Danube is heavier than during the war, but less, probably than before the war because there is less East-West trade, [redacted] Much of the traffic today is transit which by-passes Rumania.

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5. The Sovromtransport Danube route was divided into two sections, the Turnu Severin-Vienna section and the Turnu Severin-Sulina section. Each section was served by approximately 10 tugs. My convoy was on the route between Turnu Severin and Vienna. The convoy carried the following types of cargo: from Vienna (Lobau), gasoline, engine oil, vehicles, and machinery parts for vessels. Once it carried two Austrian made autobusses for the Danube Black Sea Canal. Material from Vienna was usually either German or Austrian in origin. The gasoline, engine oil and machinery parts (type unknown) were destined for Reni, USSR. The gasoline was transported in tankers, the oil in barrels. Some machinery parts were for Sovromtransport. From Bratislava the convoy carried sugar, and Skoda jeeps and trucks for Reni; from Komarno and Komarom, pyrites and bauxite for Reni, and sugar and cereals for Rumania and Hungary. In Budapest the convoy loaded petroleum products near Csepel Island. There were no underground storage tanks, and the petroleum products were loaded into the barge from a floating dock. The petroleum products were for Reni, and the cereals from Budapest were either for Rumania or Reni.

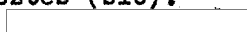


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Sometimes gasoline was unloaded downstream at Almafisztes (sic). This gasoline was to be reloaded and taken to Reni.  50X1
 a direct pipeline leads from Almafisztes to the USSR. 50X1
 the cargo of the vessels on the Soviet Danube Shipping company, and the Austrian-Soviet (DDSG) company was the same as that of the Sovromtransport vessels.

6. The Sovromtransport ocean-going vessels were the Transilvania (1000 tons), carrying passengers and freight; the Ardeal (1000 tons) which underwent general repairs at Constanta in 1950, carrying both passengers and freight; the Engels, Plekhanov, Berezina, and Dimitrov, (all 1000 tons) which carried only freight; the Constanta, Midia, Mangalia, Sulina (all 800 tons) carrying freight only. The Sovrom, a harbor tug at Constanta, also made the Constanta-Sulina run.

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